(b) if so, what are the detailed reasons for not renewing all the contracts of bookstalls held by a number of unemployed graduate categories;

(c) whether the license fee @ 5 per cent and 2.5 per cent as indicated in para 5.2.1(b), 5.2.1(c) and para 5.2.3 of the Board's letter No. 2000/ TGIH/464/18/Policy, dated 11th June, 2004 is being recovered from the bookstalls held by the unemployed graduate categories;

(d) if so, whether ail the relevant factors *i.e.* the viability of the contract etc. have been taken into consideration before the issue of letter-No. 2000/ TGIII/464/18, dated 23rd July, 2006; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS {SHRIR. VELU): (a) and (b) Acomprehensive bookstall policy was issued in October, 2004, which was quashed by the Hon'bie High Court of Allahabad. The judgement of the Hon'ble High Court of Allahabad has been challenged before the Hon'ble Supreme Court of India and the matter is *subjudice.* As a consequence, *status quo* is being maintained and no renewal to book stall licencees is being granted.

(c) to (e) In 2006, the licence fee of bookstalls on Indian Railways was rationalised in order to bring it at par with other catering/vending licences at station premises/platforms and also to increase the earnings from bookstalls/trolleys. As per these instructions, the licence fee for different categories of bookstalls, except bookstalls allotted to philanthropic and social organizations, has been enhanced to 12% of annual sales turnover subject to category wise prescribed minimum licence fee. The above enhancement has been done without prejudice to the outcome of the Court cases. Zonal Railways have accordingly been advised to realise the revised licence fee and Railways are following these instructions.

Development of infrastructure to increase passenger facilities

†2707. SHRI PYARELAL KHANDELWAL: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Government are less interested in the

†Original notice of the question was received in Hindi.

development and improvement of infrastructure and more interested in earning profit some how;

(b) whether it is also a fact that passenger facilities have decreased due to the said approach and the passengers, particularly in second class and general coaches, are forced to travel like animals;

(c) if not, the details of the achievements thereof, zone-wise;

(d) the details of the increase in passenger facilities as a result of converting a number of Express trains into Superfast trains during the last years; and

(e) the increase in the earnings of Railways by changing the said category of the above trains and the head under which these earnings are proposed to be spent?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) No, Sir.

(b) No, Sir.

(c) In order to carry more passengers, accommodation in passenger trains has been increased. Zone-wise details of augmentation of trains since the Railway Budget Speech 2006-07 are as under:

Railway	Number of trains augmented in pairs	Additional coaches utilized for augmentation
1	2	3
Central	11	18
Eastern	14	65
East Central	06	18
East Coast	07	18
Northern	26	49
North Eentral	01	02
North Eastern	59	74
North East Frontier	08	21
North Western	07	25

1	2	3
Southern	16	65
South Central	21	60
South Eastern	20	90
South East Central	12	51
South Western	06	18
Western	20	44
West Central	03	05

efforts are continuously made to provide more and more facilities to all classes of passengers including lower classes. In Sleeper Class, Railways are now providing additional fittings like bottle holder, magazine bag, snack table/mirror in each bay. For improving cleanliness during long journeys, facilities at identified intermediate stations are being provided for mechanized cleaning of toilets and removal of garbage from dustbins etc. Large number of trains are already receiving these attentions at nominated stops.

(d) Superfast trains offer benefit of reduced journey time as they are faster than mail express trains.

(e) Per passenger additional earning from Superfast train is Rs. 10/- in Second Class, Rs.20/- in Sleeper Class, Rs.30./- in AC Chair Car, First Class, AC 3 Tier and AC 2 Tier Classes and Rs. 50/- in AC First Class. The earning of the Railways form part of the Consolidated Fund of India and the expenditure out of the same is as per the Heads of Demand for Grants voted by the Parliament. There is no direct correlation between earnings from any one source with expenditure on a specific activity.

Decline in wagon usage

2708. SHRIMATI SHOBHANA BHARTIA: Will the Minister of RAILWAYS be pleased to state:

(a) whether there has been a constant decline in the wagon usage and failure to meet the targets in loading despite all efforts.